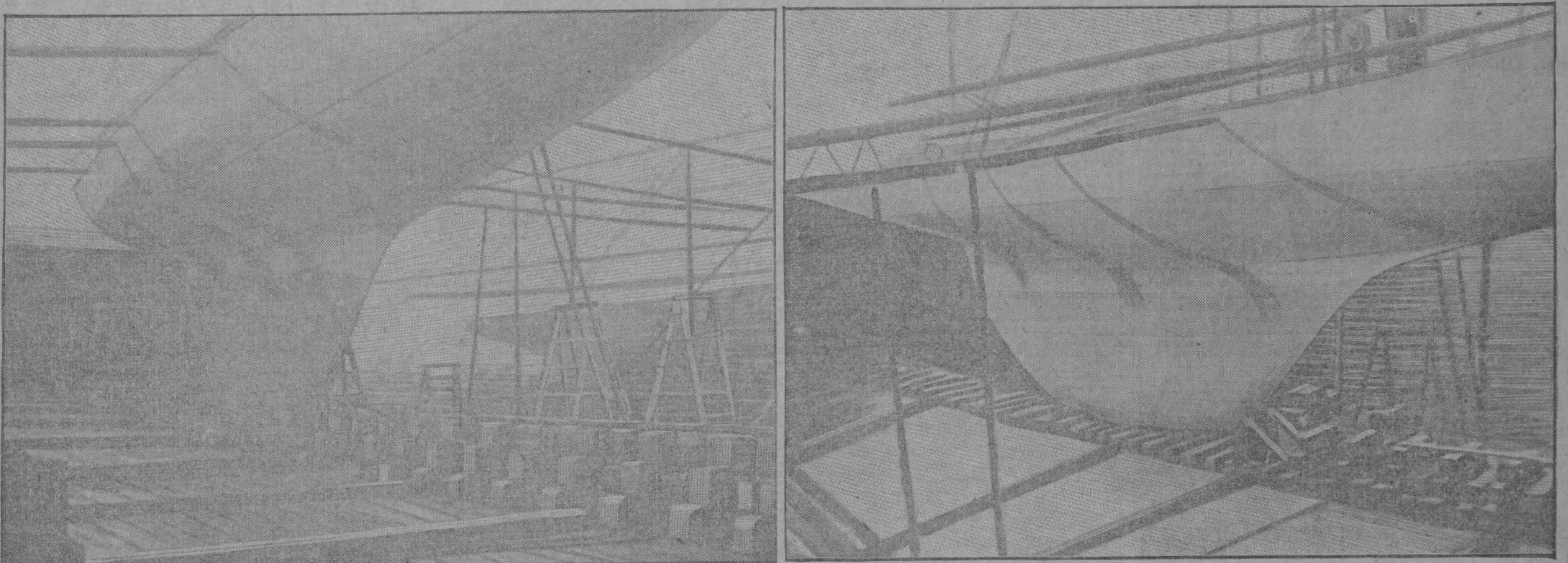


BASEBALL, CYCLING, PUGLISM, RACING, AQUATICS, ATHLETICS.

Edited by **Harry Beecher.**

EXPERTS AGREE THAT COLUMBIA'S CHANCES TO WIN THE CUP ARE THE BETTER.



UNDERNEATH THE COLUMBIA, SHOWING ITS FIN.

COLUMBIA'S FIN AS IT REALLY IS.

CAPT. HANK C. HAFF THINKS THE YACHTS PRETTY EVENLY MATCHED.

However, the American's Small Displacement Should Prove Advantageous.

By Captain Hank Haff.

THERE are many things to be taken into consideration and thousands of details to be attended to in building a yacht to take part in an international cup race, and to tune her up to the highest pitch after she is once in the water. The next thing to be considered, and that receives the greatest part of the designer's attention after the design of the hull, is to secure materials for her construction of the least possible weight and greatest strength. And in the case of the Shamrock and Columbia it seems as though the designers had reached it. If they have not, the light in lightness of both hull and rigging. The fact that both boats are so lightly rigged and constructed, may cause thousands of people to be disappointed should there be a heavy breeze during one of the coming races. As far as I have been able to see, one boat does not possess any advantage over the other in strength of rig. The only part of the Shamrock's rigging that looks likely to give way is the iron work on the end of the bowsprit. A much heavier and stronger rig is to have the bowsprit and bowsprit guyns spliced to it over the end of the guyns than to have them as they are, shackled into an iron band. Accidents to both boats' spars have shown that a steel spar cannot be depended on much more than spars of wood. The Columbia's mast proved to be too light, as did the Shamrock's, and now there is a decided twist in the Columbia's steel boom at the shroud, but perhaps not enough to injure it in any way. In the last two or three international contests the American boat has had a great advantage in the lightness and smoothness of the hull. But this year there is no such advantage in our favor. Only Root English Boats. The Shamrock is the only real racing machine that has been sent to this side of the pond to sail for the cup. More money has been expended on her construction and fitting out than on any three boats that England has sent to lift the trophy of yachting supremacy. So far as lightness of hull and gear and smoothness of construction are concerned, the boats are about evenly matched.

The cupping contest will be a battle between the designers, though the matter of seamanship will go a long way toward deciding the question. In the matter of design I think the advantage lies with the Columbia. Taking her altogether, she is certainly the most beautiful boat that I ever saw. Her greatest beauty to my eye is in her hull lines. They are sufficiently full and round, but not so full that she will catch the water and break it with little or no fuss. Her bow is better than the Shamrock's in that the latter's bow is too straight at the waterline and does not break the water and carry it away quickly enough. But the Columbia's greatest advantage is in her smaller displacement. She has so much less bulk to force through the water. This will make the Columbia the faster boat when running dead before the wind, especially when there is a moderate breeze and a roll of a sea on, as the sea will not take hold of the thinner boat and roll the wind out of her sails. As it will the boat with a big, full midship section.

Little Difference in Windward Work. I do not think there will be a great deal of difference in the boats in windward work in a good, stiff sailing breeze. In this kind of work the Shamrock's longer keel and lower lead will make her hold on as "so where she looks" and enable her to carry her sail longer than the American boat. Still, while Herreshoff has given Columbia a shorter keel and less lateral resistance than Shamrock, he has endeavored to arrange her sail plan so as to give her sufficient holding on qualities. Then, as I have done by giving her small head sails and a large mainsail. While the small head sails will help her in windward work, they will handicap her in reaching.

This I consider the Shamrock's strong point of sailing, and in a strong wind, or a broad or even a abeam reach, I would not be surprised to see her outlast the Columbia.

Though, as I have already told the Journal readers, I expect to see Columbia win in light and moderate weather. A great deal will depend on the start.

The Shamrock's advantage, especially in windward work, though she is the slower vessel, can give her antagonist lots of trouble to get by.

WEATHER RECORDS SINCE 1889 SHOW AVERAGE WINDS PREVALENT IN OCTOBER WHICH FAVOR COLUMBIA.

Shamrock Being a Heavy Weather Boat the American Yacht Should Have the Advantage.

OCTOBER, 1890.						OCTOBER, 1891.						OCTOBER, 1892.						OCTOBER, 1893.						OCTOBER, 1894.						OCTOBER, 1895.						OCTOBER, 1896.						OCTOBER, 1897.						OCTOBER, 1898.						OCTOBER, 1899.					
Date.	Velocity at 11 a. m.	at noon.	at 1 p. m.	at 2 p. m.	at 3 p. m.	Date.	Velocity at 11 a. m.	at noon.	at 1 p. m.	at 2 p. m.	at 3 p. m.	Date.	Velocity at 11 a. m.	at noon.	at 1 p. m.	at 2 p. m.	at 3 p. m.	Date.	Velocity at 11 a. m.	at noon.	at 1 p. m.	at 2 p. m.	at 3 p. m.	Date.	Velocity at 11 a. m.	at noon.	at 1 p. m.	at 2 p. m.	at 3 p. m.	Date.	Velocity at 11 a. m.	at noon.	at 1 p. m.	at 2 p. m.	at 3 p. m.	Date.	Velocity at 11 a. m.	at noon.	at 1 p. m.	at 2 p. m.	at 3 p. m.	Date.	Velocity at 11 a. m.	at noon.	at 1 p. m.	at 2 p. m.	at 3 p. m.	Date.	Velocity at 11 a. m.	at noon.	at 1 p. m.	at 2 p. m.	at 3 p. m.						
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By Alan H. Sterne.

IT is the opinion of many close observers that the Columbia-Shamrock problem will find its solution, one way or the other, in the weather conditions prevalent at the time of the cup races. Whatever the margin of her excess of speed over Defender, Columbia has proved herself a remarkable all-around boat. In light airs that seem barely sufficient to straighten out her pennant, she develops space in a way that sets one to wondering where she derives her motive power. In breezes that set her rigging to creaking and straining and lay her lee scuppers well under the seething waters she clips along undisturbed by Aeolus's fiercest frowns. Shamrock, on the other hand, as has been pretty well proven in her trial spins off Sandy Hook, is nothing to boast of in light winds. While the Americans claim that in a strong breeze she is a veritable terror, her beam and her bulge, these mariners say, will help her tremendously in a seaworthy breeze and would set their topsails in it.

Heavy Weather Is Not Probable. Be that as it may and let it be taken for granted that Shamrock's "best boat" is in a blow and a seaway, is she liable to be favored with such weather? But yachtsmen in only one instance in the entire series of the cup races has the defender crossed the starting line under a reef. Vigorously, in the last day of the races with Valkyrie. In her third race with Livonia, Columbia lost her wheel in what was termed "stress of weather." But yachtsmen of to-day would call that same weather a "whole sail" breeze and would set their topsails in it.

When Mischief met the Canadian sloop Atlanta one day was windy and solid with rain. Partisan and Genesta had one squally day, that is, the extra total of the bad weather encountered during the whole series of cup races.

This fact of the more clearly illustrated in the following table, procured through the kindness of Forecaster Emery, of the United States Weather Department, showing the weather prevalent during the days of the various races, as far as his records go back:

Records of the Weather.
August 11, 1876—Madeline vs. Genesta of Del.

Clear day; wind southwest in morning, two miles an hour; at 4:27 P. M. southeast 12 miles. August 12, 1876—Foxy in morning; clear during afternoon; moderate breeze, one mile; afternoon, southeast, 14 miles. November 10, 1881—Clear day; northwest winds, 10 and 17 miles. September 13, 1885—Partisan vs. Genesta—Clear day; wind south at 3 p. m. velocity ten miles. September 20, 1885—Clear day; 11 a. m. north-west wind, sixteen miles; 3 p. m. northwest, ten miles. September 7, 1886—Mayflower vs. Galatia—Clear day; wind east, two miles; 11 a. m. west, five miles; at 5 p. m. west, nine miles. September 27, 1887—Valkyrie vs. Partisan—Clear day; southeast wind at 5 p. m. five miles; at 2 p. m. two miles, southwest. September 30, 1887—Rain from 9 a. m. to 1:30 p. m.; wind E. N. W. at 1:30 p. m. 2 miles to morning. September 8, 1895—Defender vs. Valkyrie—Wind southwest; morning, 7 miles; afternoon, 4 miles; highest velocity, 20 miles. September 10, 1895—Partly cloudy; wind southwest; morning, 10 miles; afternoon, 12 miles; highest velocity, 20 miles. September 12—Clear, southwest; morning, 12 miles; afternoon, 10 miles; highest velocity, 20 miles. That Mr. Iselin fully appreciates the importance of the question of weather conditions and wishes to be forewarned by being forewarned, as far as possible, is proved by the fact that not long ago he requested Forecaster Emery to prepare for him a table of records giving the direction and velocity of the winds in this vicinity for the period of October 2 to October 12, inclusive, for every hour of the day from 11 a. m. to 4 p. m., for the last ten years. A glance at the table, however, will show that northerly breezes are prevalent during the period recorded, while the velocity, when averaged up, would indicate that the labor, while by no means a heavy weather labor, may be depended upon to provide 25 miles with a blow hard enough to hinder the carrying of club topsails.

COLUMBIA'S REPAIR BILL RUNS UP HER COST TO A BIG FIGURE.

Her Total Cost Before the Season's End Will Reach \$800,000.

THERE is ample room for speculation in the latest departure of these gentlemen who have for years been interested in yacht racing and who now propose to have the Herreshoffs build a new class of yachts more than twice as large as the thirty-footers and yet not so large or so costly as the ninety-footers. It is stated, however, on good authority that the extraordinary cost of the latest cup defender, Columbia, and the challenger, Sir Thomas Lipton's Shamrock, has caused the leading yachtsmen to confer and ask if it is not about time for a boat to be called, as apparently the limit of cost, which many thought had been reached in Defender and Valkyrie III., has not yet been reached, even in Columbia or Shamrock, which, before the season is over, will have cost their owners fully \$800,000. Such boats as the sixty-five-footers planned by Designer Nat Herreshoff for four of the leading Newport yachtsmen, would enable many men of moderate means and tastes for yachting to enter into active competition with the multi-millionaires who now control the international sport. Cup defenders and challengers of sixty-five-foot dimensions would permit first-class trials contests every season for the selection of challenger and defender, for few yachtsmen who have been seen in connection with the subject believe that the reduction of cost would not tend to popularize the sport on both sides the ocean and result in a challenge and perhaps a race every year for the possession of the America's Cup. In addition to the original cost of the new America's Cup champion, which was paid over to the Herreshoffs the moment they officially delivered her to Managing Owner Iselin, nearly two months ago, the cost of repairs, etc., has been in the vicinity of \$25,000. The new steel mast, which broke through no fault of the Herreshoffs during a trial race off Newport, the splicing of the new steel club topsail pole, furnishing of extra Oregon pine spars, removing bulkheads and unstepping and re-stepping masts, have all added to the extra cost of the new cup defender, until the bill which the Herreshoffs presented to Managing Owner C. Oliver Iselin this week almost equaled the first cost of a sixty-five-footer of the new class which may yet be selected for cup defenders. The new steel mast now under construction in the north ship, to be used in the event of its being needed in the contests with Shamrock, will add materially to the bill the firm will finally present. Thirty thousand dollars will probably square accounts between the Iselin-Morgan syndicate and the Herreshoffs.

COLUMBIA AND SHAMROCK READY TO BE MEASURED.

The welcome home to Admiral Dewey overshadowed everything connected with the two yachts that will contest for the America's Cup off Sandy Hook this week, but still there was a goodly number of spectators who journeyed down to Ellis Basin to view the trial challenge. A few slighters went to the Navy Yard, where Columbia rests in the big graving dock, owing to the necessary red tape that attaches to obtaining a pass to enter the yard. Shamrock's topsails were given another coat of bright green paint yesterday, the first coat having been rubbed smooth with emery paper and oil. Her bronze underbody was given another polishing and shines like gold down to the lower stroke, which encloses the lead line on the bottom. The boat was then painted red during the afternoon. Designer Fife ordered an additional spar or strut for the forward side of the lower mast a few days ago, and it was riveted in place about fifteen feet below the auxiliary spreaders during the day, after which a trial spin was stretched over it from the masthead to the deck, where it was set up with a turnbuckle. Seriously anything remains to be done on the trial cup hunter, and Captain Hogarth said that he expected to give the men their usual day of rest to-day. Early Monday morning she will be floated out of the dock to the open water of the basin, where she will await the operation of measuring by John Iselin. At the Navy Yard the workmen have completed Columbia's cleaning process. Her top sides were painted with great care, the color being rubbed smooth with water afterward with pumice rubbers and again with cotton waste to clean off the particles of pumice stone that adhered to

DESIGNER FIFE MAY NOT N20 SAIL ON THE SHAMROCK.

It is whispered around the Basin that Designer Will Fife, Jr., better known as "Cat Fife," will not sail on the Shamrock during the coming races. As Sir Thomas Lipton is of the opinion that Captain Hogarth and Wright would do better without him, and that the Shamrock designer will witness the race from the deck of the Esen. It is said that the only amateur, who will be allowed on the boat, will be Mr. Jesse Gould, the well known Clyde Clubman, who sails with Deas Donaldson in the Tule. CAPTAIN BEN PARKER WILL SAIL ON THE SHAMROCK. A gentleman closely connected with Sir Thomas Lipton, in discussing the Shamrock's skipper, said yesterday that Captain Ben Parker, of the German Parker's yacht Meteor, would sail on the cup challenger and would act in an advisory rather than an official capacity.

Saved from Drink

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During these promising and the great work of the Bartlett cure goes on, with an ever increasing number of satisfied and grateful patients. Our best friends are those who have taken the treatment. Come to us and hear what they say of it. The chief points of its superiority are: It is taken at home, without publicity. It does away with the expense and notoriety of institute treatment. No injurious injections. It tones the stomach and improves the general health. IT CURES THE DISEASE OF ALCOHOLISM, not merely temporarily relieving the drink craving. The expense is very small, less than the cost of liquor during the time of treatment. The following are extracts from letters, the original of which may be seen at our office: Hon. L. S. Cullen, President Railroad Temperance Association of America. The work of the Bartlett Cure is well nigh untold. It stands in advance of all other cures for drunkards. Father Clancy, President of Catholic Total Abstinence Society of America. If the Bartlett Cure be properly taken it will cure alcoholism more effectually than any other remedy at present known. Dr. T. P. Russell, M. D., Oakbrook, Wis. It is the best treatment for alcoholism that has come under my observation. Call or write for: Dr. Bartlett's latest book on alcoholism, mailed free in plain wrapper. The Bartlett Cure Co., D. O. Bartlett, M. D., Room 618, 1124 Broadway, New York. Sals 15, 155 Washington St., Chicago.

A visit to our establishment is as necessary to the wearer of stylish furs as a visit to the Dewey Arch is to lovers of sculpture. C. C. SARVINE, 42d St., West.

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28th St. CORNER 6th Ave. J.J. Oestreicher.



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